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### THE RECALL SIGNERS

Commenting on the organized efforts of citizens of Arizona to oust Governor Hunt from office, the Arizona Gazette says editorially:

"The eagerness with which the people are signing the recall against Gov. Hunt is an evidence that beneath it there is something more tangible than prejudice, either personal or political. The names attached to the petition are those of conservative, representative citizens—men who would much prefer to sign a certificate of good character, of duty well performed, if circumstances justified, than to sign a petition for his recall; men who for the most part are of his own political party.

"The Gazette would much rather print a laudatory column than a paragraph of censure or criticism, if they justified such commendation. As in every instance when Hunt has been criticised, he has attempted to create the impression that he is a victim of a conspiracy on the part of the big corporations, who desire to get rid of him.

"While his acts in connection with the Clifton strike have been such as to justify antagonizing mining corporations, the recall movement cannot be traced to that source by any method of reasoning.

"The petitions have been prepared, circulated and signed by a class of people who have nothing in common with the mining industry except as every individual of the state has indirectly, through being benefited by their operation and success.

"It is not for one act alone that he has brought himself into disrepute with voters, but by a multiplied number of acts, each and all of which are derogatory to the welfare of the state and its people.

"Reckless extravagance, when has resulted in a heavy tax burden on the people, coupled with his disregard of their interests generally, when it conflicts with his notions, have contributed very largely to the feeling of lack of confidence which has marked the past six months of his tenure of office, among all classes of citizens.

"When Hunt was elected for a second term, not by a majority vote, but by a plurality, he immediately became obsessed with the idea of his great importance, rather than that of servant of the people, while he adopted the old motto, apparently, that 'the king can do no wrong.'

"His well known association and affiliation with a LAWLESS element of the state, has not added any to the confidence which he has lost previously. Openly and unequivocally exposing the cause of those who would rule or ruin every industry in the state, and ignoring the plain principles of justice to all which should govern one, who would govern others, he has lost the confidence and esteem in which he was formerly held by the people of the state.

"While professing the greatest spirit of democracy he has stood aloof from the business men and has confined his counsel and advice to a class, who have nothing at stake, have no conception of how public policies should be shaped, and care less what the consequences are.

"By this it is not meant that he should not meet and confer with the most humble citizen, but that every class is entitled to a hearing. The real home builders of the state are they who are signing the petition for his recall, and they are doing it from a sense of public duty and not because of either personal or political reasons."

### THAT GERMAN INVASION

We have had a vast amount of talk in recent months regarding the ease with which a European army could invade the United States. It has been assumed, as a matter of course, that the foe could break past our fleet—in fact, our late naval maneuvers in the Atlantic demonstrated that with theoretical conclusiveness—and that the landing force would find us in a sad and hopeless state of unpreparedness. The country is to be taken by surprise and the rich Atlantic seaboard overrun before Uncle Sam is even sufficiently aroused to jump up and begin shouting for help.

A student of military and naval affairs who may have small technical knowledge but appears to have considerable common sense has been looking into the matter. His name is Jonathan A. Rawson, Jr. He has given his conclusions in a series of articles in the New York Evening Post. Here follows a brief resume of them; the reader can take them for what they're worth.

Mr. Rawson assumes that the invader is Germany, merely because Germany is the best prepared of our potential enemies. He assumes further that she would send an expeditionary force of not less than 100,000

men. How, then, shall Germany get those men landed on our soil, in good condition, fully equipped and ready to conquer us?

First, Germany will need lot of ships. The first Canadian expedition took 31 transports and 62 warships to convey 33,000 men to England. Forty transports were required to bring 25,000 troops from Australia. The average number of men to a transport was 559. Germany we shall say, being more efficient, might get 1,000 men on a ship. That makes 100 transports.

There must be far larger numbers of supply ships. The German army has a habit of fighting more with equipment than with men. It has six field guns to every 1,000 men, and has used far more than that in Serbia. The regular outfit for the 100,000 men would be 1,200,000 rifles, 250 machine guns, 2,400,000,000 cartridges, 1,200 field guns, and 2,400,000 rounds of field-gun ammunition. An official British estimate, based on a theoretical invasion of England by the Germans in 1905, allowed 20,000 horses to 100,000 men. There would be great quantities of food to be transported, and supplies of many sorts almost beyond reckoning. The nearest Mr. Rawson can get to a precise estimate of the total number of ships required to bring the expedition is 900.

And that, be it noted, is exclusive of the fighting ships. According to the Canadian precedent, Germany would send 200 warships with the 100 transports. There is no way of telling, however, The one certain thing is that Germany nor any other European power would dare to send more than half its navy across the Atlantic as long as it had a single enemy left in Europe.

Now, those 900 ships required constitute nearly one half of all the merchant ships Germany had before the war. It is probably more than she will have after the war, for some time. But suppose it represents 50 per cent of her world-shipping at the time of the invasion.

First, she has to assemble that vast fleet from the four quarters of the world, at her ports of Bremen and Hamburg. Maybe we wouldn't know anything about that not noticing the change of schedules, etc. Then she would have to assemble the equipment at those ports. It is unimaginable that she could mobilize the vessels and materials in less than eleven days. It might take months, but let's say eleven days, including the loading.

To get those 900 ships from Bremen and Hamburg to the North Sea and formed in order for the transatlantic voyage off Cuxhaven would take at least nine days. That immense flotilla, which could move no faster than its slowest member, could surely not cross the ocean covering the 4,000 miles from Cuxhaven to Montauk Point, Long Island, in less than 20 days, according to expert estimates. That's forty days.

Then comes the landing. The allies have not been able to land more than 5,000 troops a day at Salónica with the facilities of a friendly port. The German expedition could hardly do better on a hostile coast. Those 900 ships, which according to nautical authorities ought to be anchored a quarter of a mile apart, if ranged off Montauk Point in three lines would extend along the coast for 75 miles. Allow 20 days for landing.

That makes sixty days altogether as the irreducible minimum from the first obvious mobilization until the landing was accomplished. That means two months warning. It remains for any American of any intelligence to figure out whether we need be scared out of our senses at the prospect of having to meet a hostile force of 100,000 men on Long Island in two months time, even with our present small army, insufficient militia and absurd army post system interfering with mobilization.

And remember, we have utterly ignored our navy in these calculations. What do you suppose the American navy would be doing all that time, with 900 German ships leisurely swarming across the Atlantic under the escort of half the German navy? And what would our coast defense guns and submarines be doing while the landing was in progress?

### REVOKING PASSPORTS

It was drastic action that our state department took with regard to a certain hyphenated citizen sojourning in Germany. The man in question was a naturalized American who, with his wife, had been living in Berlin. He was known to have made remarks, during the past year, which were regarded as insulting and treasonable to his adopted country. On one occasion he is said to have announced publicly that he was ashamed of his American citizenship.

When, therefore, the gentleman presented himself at the American embassy with a request for his passport, he was calmly informed that it had been revoked.

The applicant was filled with consternation. His wife thereupon made a tearful appeal to Ambassador Gerard, explaining that her husband merely wanted to go to Holland and back, and that it was a matter of vital necessity. But the ambassador was obdurate.

That leaves the citizen-ashamed-of-his-citizenship in a serious plight. He has nothing to show that he isn't a German subject, and is therefore liable to be drafted in to the army whose cause he has so warmly espoused. His intended "visit to Holland" was a ruse to get back to his despised America, to escape military service.

The propriety of the government using its passport privilege in this cold-blooded manner may be questioned; but there can't be any question of the salutary effect of such a lesson on the American citizens living in Germany, England, France and Austria who have been slandering their country instead of defending it.

Hudson Maxim says Germany's supply of soldiers can't be exhausted because Germans are being born six times as fast as they are being killed. But who's going to man the trenches until those baby Germans grow up?

## EL TIGRE AMERICANS REFUGEES AGAIN ON SOIL OF THE U. S.

L. R. Burdow and Other Americans From El Tigre Mining Camp Reach Douglas After Detour to Avoid Villa Forces.

DOUGLAS, Dec. 2.—L. R. Burdow, general manager of the Tigre Mining company, Dr. L. W. Dart, company physician, and 16 other "profession refugees" arrived in Douglas this morning at 8 o'clock after a rather exciting, yet uneventful trip from El Tigre.

They made most of the trip by horse back though the last leg was made in the automobile sent out last night from Douglas to meet them. The haste with which the weary pilgrims trekked to the border was caused by the desire to get out of that section of Sonora before the Villistas came in. The Villistas are sore as Americans and might take reprisal on any captured.

To reach the border the party made a forced march. They left El Tigre at 2:30 yesterday morning and with the exception of a short stop at Colonia Morelos to feed their horses, did not stop until Douglas was reached this morning. Most of them spent to-day sleeping, having been up most of two nights.

The Americans were escorted to the border by a small guard of Carranza soldiers under command of Captain Carlos Valencia. Owing to the body of Villistas at Esquedra and other points along the railroad, the Americans traversed the route to the east, coming up along the line of march followed by the Villa troops after their entry into Sonora from Chihuahua. It was no trouble to keep the route, as it was marked by the decaying bodies of hundreds of dead horses.

From El Tigre the Americans rode on the Cinco de Mayo mine, thence through the Bota canyon to Colonia Morelos and thence to Douglas. At Esquedra, 18 miles this side of Morelos, they were met by three automobiles owned by Douglas and belonging to Rafael Gablondo, Joe Speer and J. F. Magee. Another auto belonging to M. L. Pollard was waiting at the laughter ranch.

The party then completed their journey to the border by automobile, except Lawrence Carr and Courtney Dett and the guard of soldiers, who remained to bring out the mounts. They are expected this evening, as are also R. T. Mishler, assistant manager of the Tigre, Ben Silbert, Sam Supplee and J. M. Foster, who left Tigre yesterday afternoon after the main body.

At present there is not a single American at El Tigre. At the time of leaving, the nearest Villistas were around Esquedra. Not one was seen on the trip out. The mine was running full blast up to the time of departure. Everything was left at Tigre, including the big company motor truck. What will be the fate of the property is only a matter of conjecture.

Following the advice given by Gen. Obregon two weeks ago to Americans operating in Sonora to return to their mines and mills, the El Tigre party returned there ten days ago. In the past two years they have made a number of hurried exits to the border for safety and the present begins is not a new experience for them.

### BRITISH GUNBOAT SUNK

LONDON, Dec. 2.—An Athens dispatch says a German submarine sank a British coast defense gunboat in Egyptian waters.

## LOREX

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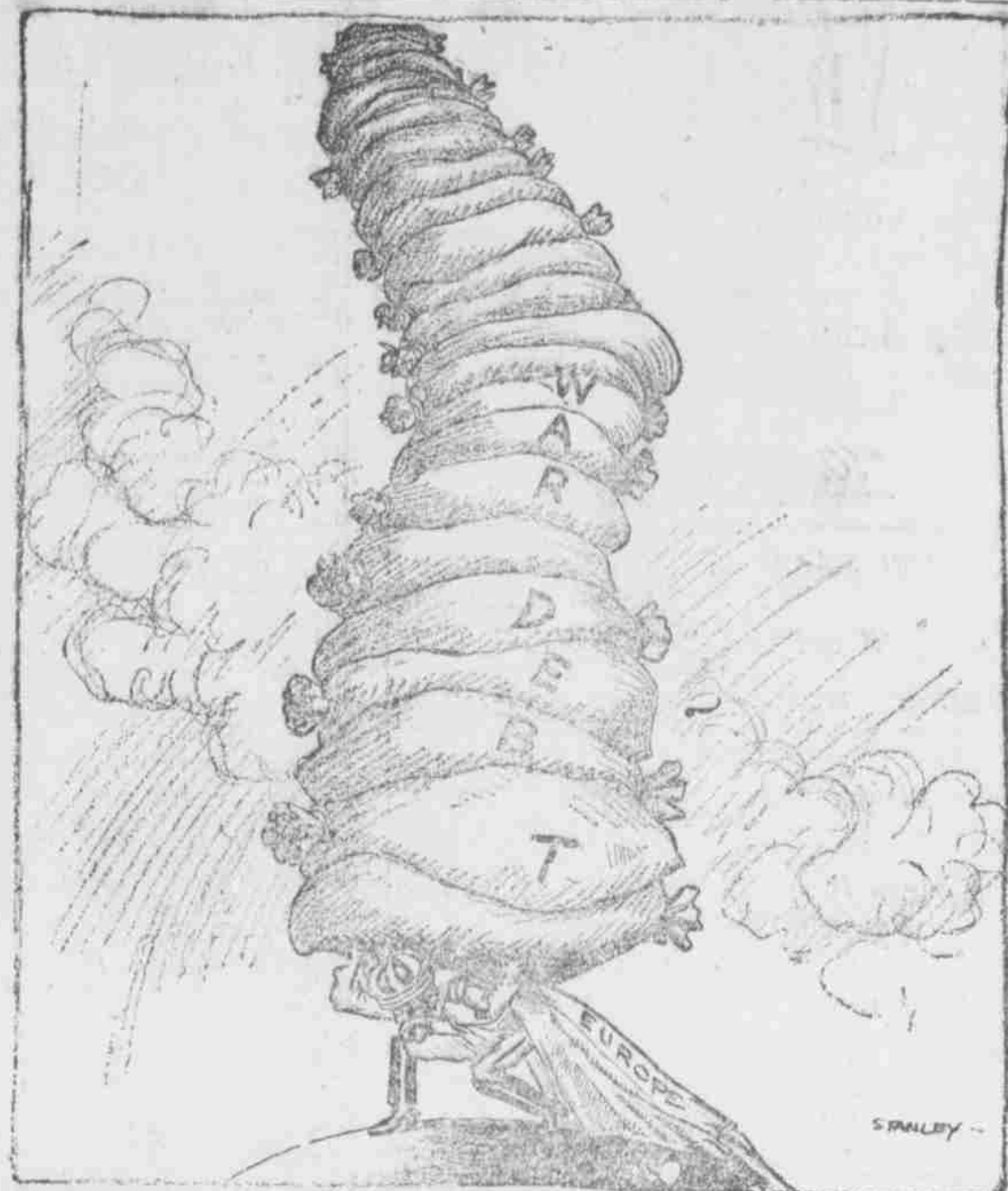
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## LOREX

### THE LEANING TOWER OF EUROPE



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